time, a day all who were exposed have cause to remember. In 1896 the average was just at the freezing point, while the remainder of the time it has been pleasant.

For the last two years the same readings

have been recorded, an average of forty-

Features at Pension Office.

at the pension office will be begun February 15. Inauguration day is just one month

away, so increased activity is to be ob-

support the decorations for which \$15,000 has has been appropriated.

Chairman Edson has received a letter suggesting that the Treasury Department be requested to order a revenue cutter to Washington during the inaugural period. The Secretary of the Navy has already notified Chairman Edson that he would order a monitor and same other light draft

order a monitor and some other light draft

vessels of the navy in Potomac waters for the inspection of visitors. This will be an intensely interesting feature of the inaugur-

hool and another under the leadership

Chairman M. I. Weller of the committee

n public comfort is receiving a very heavy

mmodations in Washington during the inaugural ceremonies. A public comfort committee is sui generis with Washington, and there is no other city in the country

mail each day from organizations and in-dividuals desiring information concerning

where such careful arrangements are made for the care of visitors during their stay

Under authority from the District Com-

missioners the inspector of buildings will issue permits to the inaugural commttee to construct reviewing stands, conform-

ng to the District regulations, at the fol-

owing points: Louisiana avenue at the south side of

Portion of 13½ and E streets, on south side of Pennsylvania avenue: Provided,

That a portion of E street is kept open for

Executive avenue, west side of 15th

Fifteenth street, south side of Pennsylvania avenue, sufficient space to be pro-

Entrance to Executive avenue, west of

Seventeenth street, south side of Penn-

ylvania avenue, sufficient space to be left

So much of the reservation belonging to

the District of Columbia north of the Cen-ter Market, between 7th and 9th streets,

Two Houses, of Congress.

In the Senate Saturday afternoon a con-

resolution 142, to enable the secretary of

the Senate to pay the necessary expenses

of the inaugural ceremonies of the Presi-

amended the resolution that the inaugural

expenses will be paid by the secretary of the Senate and the clerk of the House of

Representatives, giving the House a greater

share in the imaginal ceremony. The conferees also agreed to amend the House

amendment, which provided that the House

should have a share in inaugurating the

Vice President, so the latter function be en-

Bids for Observation Stands.

Bids were opened at the Treasury De-

partment Saturday afternoon for the erec-

tion of inauguration day observation stands

on the south and east fronts of the treas-

ury building. These stands are to be for the

benefit of treasury clerks and their fami-

The bidders were local people, contractors,

as follows: Wiliam Yost & Bro., John T.

Walker, Geo. W. Corbett, Koch & Martin

Richardson & Burgess, Fred. Espey, Noble

H. Thomas, W. F. Basin, Notley Anderson.

THE SITUATION AT LINCOLN.

Possibility of a Combination Between

Thompson and Rosewater.

LINCOLN, Neb., February 4.—Candidates.

egislators, politicians and outsiders alike

leclare themselves generally as confident

that the present week will bring a change

in the senatorial situation, that the dead-

lock will be broken and that two senators

will be elected. Most of them are also con-

fident that they know who will be the lucky

They say that something must occur to

break the jam before Sunday or hope of a

solution during the session will be gone.

As there is absolutely no approach to a

caucus or an agreement between the candi-

dates nothing is to be expected. The as-

pirants themselves are still patient, but

he galleries are disgusted with the con-

soon to be brought into play. The most

tinuance of promises of reserve strength

probable occurrence of the week leading

toward a solution will be a combination be-

tween D. E. Thompson and Edward Rose-

These two candidates with their large

following, Rosewater having votes which he can absolutely control, and Thompson

polling the highest vote of any aspirant,

are naturally propelled toward each other

in political minds. Rumor of such a com-

but has been sternuously denied by each man, and during last week Rosewater was

active in the anti-Thompson campaign,

though this is supposed to have been a po-

BRITISH COLUMBIAN BOUNDARY,

New Commission to Determine Line North of Washington State.

The governments of the United States

and Great Britain have agreed that a new

commission is necessary to establish defi-

nitely the boundary between the United

States and British Columbia, with particu-

lar reference to the northern line of the

CHARLESTON NAVAL STATION.

Negotiations for the Site Rapidly Ap-

proaching Completion.

yards and docks, is rapidly completing ar-

rangements for the acquisition of the land

designated as the site for the new naval

station at Charleston, S. C. The negotia-

tions for what is known as "Lawton's

Land," comprising some 170 acres, are in

a satisfactory state, and the acquirement of all the land desired for the naval sta-

tion, it is stated, will be accomplished with-

YOUTSEY TO BE SENTENCED.

His Counsel Dismiss Motion in Regard

to His Sanity.

GEORGETOWN, Ky., February 4.-Coun-

sel for Henry Youtsey, convicted in connec

tion with the Goebel case, and upon whom

sentence had been suspended temporarily

today dismissed the motion filed after the

conviction to try Youtsey as to his sanity.

in a week or two,

Admiral Endicott, chief of the bureau of

bination has been prevalent from the

Special Dispatch to The Evening Star.

aspirants.

litical bluff.

ies. The award will be made next week.

he north end of the treasury building.

street, south of the treasury building.

ided for the passage of vehicles.

South end of Madison place. South end of Jackson place.

vehicles.

s may be destred.

tirely with the Benata

as in the national capital.

Pennsylvania avenue.

of Chief Rolling Bear of upper New York

Active work for the inauguration features

two degrees.

available.

"In view of the fact that the proposition for the purchase of this land was debated in the House at the last session of Congress and defeated, the committee deem it due to the House to explain fully the reasons which have led them to recommend the appropriation in the present bill. The present hospital buildings are located upon land belonging to the government, lying between Nichols avenue and the Anacostia river. The government also owns land on the other side of Nichols avenue, which it use as a farm tributary to the hospital. The land which it is proposed to purchase ad-joins the government land upon which the hospital buildings stand.

The proposition to purchase the land in quasition appeared first in the form of a Senate amendment to the sundry civil bill for the fiscal year 1900, where it was pro posed to purchase 105 acres for \$245,000 This amendment was disagreed to without discussion by the House and went out of the bill in conference. In the sundry civil bill for the current year the comm recommended an appropriation of \$210,000 for the purchase of 140 acres of land ad-joining the hospital buildings. After deoate in the House the provision was stricken out. A large expenditure, however, was suthorized for the construction of much-needed hospital buildings, which were re-quired to be constructed upon lands al-ready owned by the government or upon such suitable lands as might be donated to the government within the District of Columbla for that purpose. The plans for the buildings are now completed and the work of construction can soon begin. But as no land has been donated to the government for the purpose the buildings must, unless Congress should otherwise determine. be constructed upon the farm lands attached to the hospital, upon the other side

\$1,000 an Acre Maximum Price.

"It is the opinion of the superintendent of the hospital that for many reasons it is inexpedient to construct the new buildings spon the farm lands, and he has urged upon the committee the considerations that the difficulty and expense of administration would be much increased, that the lands are not adapted for hospital purposes and that a farm is absolutely necessary for the employment of inmates in the interest of their health and successful treatment. The Secretary of the Interior, with great earnestness, supports the views of the superin-

tendent. Therefore the committee recommend and report this appropriation to the House for its action. It will be observed that by the Senate amendment to the sundry civil bill for 1900 the price proposed was \$2,333 per acre. An appraisement of the land was made for the committee at the last session of Congress, which fixed the value at \$1,-(MI) per acre. The recommendation of the committee at the last session, which was rejected by the House, fixed the price at \$1,500 per acre. The committee's present recommendation fixes the maximum price at \$1,000 per acre. Although the land has been taxed at a much less figure, the com-mittee after investigation believe that it has cost the owners somewhere between \$600 and \$800 per acre, including the interest on the purchase money."

Some New Provisions.

Some of the new provisions are as follows: For the erection of the necessary buildings and quarters for a laboratory for the investigation of infectious and contagious diseases and matters pertaining to the public hea'th, under the direction of the supervising surgeon general, \$55,000; and the Sec-Navy is authorized to transfer to the Secretary of the Treasury, for use as a site for the laboratory, five acres of the reservation now occupied by the naval museum of hygiene. For the establishment of an electric-light-

ing plant for buildings occupied by offices of Department of the Interior, the patent office building, the old post office building, now occupied by the general land and In-dian bureaus, and the pension office build-ing, and for improvement in the heating of patent office buildings, \$74,000. For work at Capitol, and for general repairs thereof, including wages of mehanies and laborers, and not exceeding \$50 for the purchase of technical and neces-

sary books, \$34,250. To enable the architect of the Capitol to session plans, specifications and estimates ration of the rotunda; also for the con-struction of a fireproof building adjacent to used for offices, storage and power purposes connected with the Capitol buildng. \$1.500, to be immediately available.

For improving the ventilation of the Hall

facent thereto, including new floor for the hall and the installation of new ventilating and heating apparatus, the ventilation of the House restaurant and kitchen, for ma-terials, labor, appliances, and so forth, to be immediately available. For refurnishing the Hall of the House of Representatives and the Speaker's rooms, and for furniture for the new committee the old library portion of the building, \$58,000, to be immediately availa-

of Representatives and the corridors ad-

o be disbursed by the clerk of the flouse of Representatives. The two foregoing appropriations shall be expended under the direction and supervision of a commission, consisting of three members-elect to the House of Representa-tives of the Fifty-seventh Congress, to be appointed by the Speaker of the House of Representatives of the Fifty-sixth Con-

Improving Potomac river-For improve-ment below the city of Washington, \$98,000.

MOVEMENTS OF NAVAL VESSELS.

Admiral Remey Reaches Hong Kong

on the Brooklyn. The South Atlantic squadron will leave Montevideo tomorrow for Puerto del Grano

and Bahla Blanco, Argentina. The battle ship Kentucky arrived yesterday at Cavite, P. L. the end of her long journey from the United States. She sailed from New York October 25. The Vicksburg

reached Cavite Saturday.
Admiral Remey, on his flagship, the
Brooklyn, arrived at Hong Kong yesterday.
The Nanshan has arrived at Nagasaki. The training ship Prairie arrived at Baltimore yesterday, where she will discharge her car-go, a part of the American exhibit at the Boston yard to go out of commission. The torpedo boat Foote has left New London for New York. The Leonidas has left Penascola for Lambert's Point.

BATTLE SHIPS' BATTERIES. The Bitter Fight Over Superimposed

Turrets Renewed. The augmented naval board on construction met at the Navy Department this morning to discuss and decide upon the batteries, or, more properly, the arrangement of batteries, on the five big battle ships just contracted for by the department. Besides Admirals O'Neill, Melville and Bradford, Capt. Sigsbee and Constructor Woodward, the regular roster of the board, there were present Admiral Barker, Capt. R. D. Evans (representing Admiral Rodgers, who was called away on other duty), Capt. Asa Walker, Capt. Chadwick, Capt. Converse, Capt. C. E. Clark and

Capt. Taylor. The board is to pass upon Admiral O'Neill's plan as to the batteries, which proposes that each of the five battle ships shall have a main battery of four twelveinch guns, mounted in two turrets, one each forward and aft on the line of the four eight-inch guns mounted in two turrets and superposed on the turrets of the twelve-inch guns; and of sixteen sixinch guns, twelve to be mounted in broad-side in a central casement on the gun leck, and four in armored gun positions in the superstructure on the upper deck. this scheme each one of the big ships would be provided with the superposed tur-rets, whereas the original plan had been to have three of the battle ships with and

two without the superposed turrets. Thus the long and bitter fight as to the usage of superposed turrets on our naval vessels is renewed. The board will continue to meet, probably twice a day, until a decision is reached. At present it consists of twelve members, thus allowing of the possibility of a tie vote on this important question. Captain W. H. Brownson, formerly member of this board, is not available. being on sea duty at present, and it is probable that another officer will shortly be designated to serve in his stead.

Frauds on Hotelkeeyers

Mr. McMillan today introduced in the Ser ate a bill recommended by the District Commissioners, to punish frauds on keepers of hotels, inns and boarding houses in the

SAMPSON-SCHLEY THE RATES AND RULES

the Senate.

DUE TO SECRETARY LONG'S LETTER

Several Senators Criticise Communication and Publication.

OTHER PROCEEDINGS TODAY

The Sampson-Schley controversy was prepitated in the Senate today by Mr. Chandler, who read and criticised the letter of Secretary Long to Senator Morgan. Mr. Hale explained what had been done for the naval officers and referred to the nominations sent in during the last Congress. He said that owing to the Sampson-Schley controversy they could not be acted upon before the Congress expired. He said he expected the nominations would be sent in again this Congress, but no action had been taken by the executive.

Mr. Chandler said there were many mistakes in the letter of the Secretary. Mr. Pettigrew declared the whole trouble arose because the President and Secretary desired to promote Sampson, who, he said, was not in the battle, over Schley, who did the fighting. The administration, he said, seemed to promote men who did no fighting

during the Spanish war. Mr. Teller criticised the publication of the letter, and said the Secretary knew how municate with the Senate if he desired to do so. Mr. Morgan said he did not know how the letter got into print. This closed the

incident. The matter was brought up by Mr. Chandler, who offered a resolution, which the Senate passed, calling upon the Secre-tary of the Navy for a list of the members of Admiral Sampson's fleet whose names were sent to the Senate for promotion during the Fifty-fifth Congress. Mr. Chand-ler said the occasion for his presentation of this resolution was found in a published letter written by Secretary Long to Senator Morgan, in which he had charged that the delay in recognizing the services Congress rather than of the executive departments. He called attention to the fact that while the list of officers for promotion had been sent to the Senate during the last Congress, the President, upon failure to act in that Congress, had not renewed the recommendation for the present Con-He explained that the failure of the Senate to act had been due to the Sampson-Schley controversy.

Mr. Pettigrew's Criticism.

Mr. Pettigrew said there had been an effort to promote Sampson over Schley, 'not withstanding Schley had done the fighting and had previously outranked Sampson." He said the President afterward had corrected this injustice, and that having done this because of the attitude of the Senate that body did not deserve the Secretary's criticism. Proceeding, Mr. Pettigrew declared that the administration was disposed to promote men "who have never smelt powder, like Corbin and Shafter." In conclusion, he accused Messrs. Hale and Chandler with using the Long letter as a pretext for filibustering against the sub-sidy bill.

Replying, Mr. Chandler said he considered the action of the executive in the matter of the promotion of Messrs. Schley and Sampson correct. Would the failure to capture Cervera's fleet have been visited upon Schley or upon Sampson?" asked Mr. Bacon (Ga.).

Mr. Hoar Enters a Protest.

Mr. Hoar to his feet with a protest. He of cost for reconstructing and extending in a fireproof manner the central portion of the Capitol building; the renovation and decogave notice that if there was to be an which only proceeded upon general consent, the resolution having been acted upon. the grounds of the Capitol building, to be Mr. Chandler said, however, that he had used for offices, storage and power plant no purpose of attempting a reply. Teller oriticised the publication of the Secretary's letter as a matter of bad taste, saying that the Secretary of the Navy knew how to reach the Senate with his recommendations without the use of the news-

papers. Mr. Morgan explained that he had received the letter printed, but said he had not given it to the public. On the contrary, he said, he had guarded the letter most jealously. Hence, it must be that the let-ter either had been surreptitiously taken from his desk in the Senate, or given out at the Navy Department. He was inclined | 2 and 3 at headquarters, in the Washington to the latter view. Mr. Morgan said his interest in the question was due to his desire to see justice done to Lieut. Hobson and Clarke, and that the Secretary's let-Capt. ter had been in reply to his urgency in their behalf. He did not, he said, consider that there was anything improper in the Secretary's letter.

Senate's Right to Executive Documents.

Mr. Bacon (Ga.) then addressed the Senate upon his resolution declaring it to be the sense of the Senate that that body had the right to demand information and documents on file in the executive departments. He had made the resolution impersonal, he said, but he predicated much of what he recent refusal of the Secretary of War, through the President, to supply to the Senate the report made by Auditor Lawshe concerning the Cuban postal accounts.

THE HOUSE.

The House met at 12:15 today immediately after the conclusion of the Marshall exercises and took a recess until 1 o'clock to permit the hall to be cleared of the chairs which had been brought in to accommodate the guests of that occasion.

After the consideration of the Senate bill to create a commission to adjudicate the claims of citizens of the United States against Spain, which the United States | ceeding \$3; brougham, for two people, to agreed to assume by section 7 of the treaty of Paris, was taken up. This bill had been for four people, to and from the ball, acpostponed until today by order of the

The bill had been reported with amendment to refer the claims to the Court of Claims, that action having been in accordance with the instructions of the House, when the bill was recommitted at the last session. Mr. Haugen (Wis.), in charge of the bill,

asked the House to vote down the amendment and pass the original bill. This course led the opposition, under the lead of Mr. Underwood (Ala.), last week to charge that the consideration of the bill had been agreed

to under a misapprehension Claims Amount to \$29,000,000. Mr. Grosvenor (Ohio) today argued in favor of the passage of the original Senate bill. He said that not more than \$29,-

000,000 of claims were now on file at the

State Department. Mr. Underwood urged that the amendment should be adopted, first because the House, after full discussion on a previous occasion, had instructed the committee to bring in such an amendment and, sec-ondly, because the government already had well equipped court for the trial of just

such claims. "With 28,000 cases now before the Court of Claims," Interrupted Mr. Haugen, "does the gentleman contend that that court could do justice to the Spanish war claim-

ants?

"If the court has not sufficient judges I would vote to create more," replied Mr. Underwood. "As this is an international matter, I would even vote to give these cases precedence. But I am opposed to the creation of a new and untried commission Mr. Ray (N. Y.) said he had opposed the original Senate bill at the last session, but provided section 8, which was mischievous, was stricken from the bill. Section 8 provided that the commission should accept the papers of claimants on file at the State

the papers of claimants on file at the State Department as evidence.

Mr. Powers (Vt.) also advocated the passage of the Senate bill.

The House then passed the Senate bill for a commission to adjudicate the Spanish war claims with an amendment to refer the claims to the Court of Claims. The vote

Santiago Controversy Resurrected in Regulations Governing Hacks for the Inaugural Ball.

RECORD OF MARCH FOURTH WEATHER

Action of Congressional Conferees on Program of Ceremonies.

served along lines. The banquet hall, which is to be erected along the south front of the pension office will be begun February 15, and the same day workmen will begin the construction of frame work inside the pension office corridor, which will support the decorations for which \$18,000 has has been appropriated. THE OBSERVATION STANDS

The recommendations prepared by Maj. Sylvester concerning the special rates and rules for carriages, cabs, horseless carriages and other vehicles in attendance at the inaugural, were submitted to the District Commissioners this afternoon. The rules also prescribe the manner of arrival departure of vehicles. The orand provides that the following special regulations shall govern the hire and disposition of carriages on the 4th and 5th days of March, 1901: Herdic cabs, not exceeding \$5, each cab, to and from the ball; coupes, not exceeding 🗱 each coupe, to and from the ball; hansom cabs, not exceeding \$3 each cab, to and from the ball; conveyances (two-horse), according to agreement, not exceeding \$10.

intensely interesting feature of the inauguration for many visitors, a great number of whom will be from the middle west, where such a thing as a warship is never seen.

Superintendent John Flinn of the Indian Training School at Chamberlain, S. D., has written to the inaugural committee stating that the school band of twenty-five pieces desires to come to Washington and participate in the parade. There are already two Indian bands booked for participation, one being that of the Carlisle school and another under the leadership The regulations further provide: "No owner or driver of a vehicle, as before named, shall refuse to carry a passenger at the foregoing rates; nor shall he, when engaged, take up an additional passenger or passengers without the consent of the person or persons who first engaged

"Any complaint of illegal charges, giving the time, number of the vehicle or and the address of the complainant, shall receive prompt attention from any police man or other officer to whom it may be made. Every driver or owner of ance embraced in this order shall exhibit a printed copy of the same in a conspicuous place in his vehicle.

Governing Approaches to Building. "All vehicles, except two-horse livery vehicles, to approach the pension building from 7th street, herdics, autovehicles, cabs and one-horse coupes entering E or F street following the south side, if on F street, to the F street entrance of the pen- travel. sion building, making their exit on 4th street to the south. All livery carriages to approach the building from 4th street by to prevent interference with the street way of G street, following south side of G cars.
street to entrance to the building, and make Exc their exit on 5th street to the north. The President's carriage, those of the diplomatic corps and all private carriages to enter on F street, follow north side, turn into 5th street and deposit their passengers at 5th street entrance to the building, then turn into G street and follow the south side to 7th street, thence to space on F street between 7th and 9th streets, also to 8th street below F, where they may

Megaphone operators will be provided at the 5th street entrance to the building and along F street to call private carriages. Streets to Be Closed.

All streets intersecting F and G streets between 7th street and the pension building to be closed; no vehicles to be permitted to travel west on F street from 4th street, and none from E street north on 5th or 6th streets, except so far as the F street entrance to the pension building, and none from G or H streets south on 5th or 6th streets.

All vehicles, except two-horse livery carriages, intending to carry passengers away from the pension building to approach from 7th street, as heretofore stated; two-horse livery carriages to approach the building This question had the effect of bringing from 4th street and west on G street, thence north on 5th street. Owners of carriages to be provided with

cards, to be issued prior to the 4th March, admitting them to the private 5th street entrance for carriages. The committee has also arranged that persons holding a ticket for a hired cab, herdic or carriage will have the privilege. when leaving the pension building, ing and occupying any one vehicle of the kind named upon their tickets, such person not being required to await the arrival at the pension building entrance of the particular vehicle in which they came to the building.

All persons will be expected to make their exit through the same door that they enter, to prevent confusion and delay.

Tickets for private carriages will be issued by the committee on carriages on March 1, Loan and Trust building, 9th and F streets northwest.

Any property left in any vehicle, as before mentioned, shall be deposited by the driver or owner at the police headquarters within four hours after being so left, if not sooner claimed by the owner, such property to be returned to the person who shall prove to the satisfaction of the officer in charge of the police headquarters that the same belongs to him, on payment of all expenses incurred, and of such reasonable sum to the driver as the officer may award; but if the driver fails to comply with the before-mentioned conditions shall be liable to a fine of \$25 for each and every offense, and to restore the money value of the article or articles so left in his vehicle. In default of prompt payment thereof he shall forfelt his license, and be prosecuted as for any other debt made and

The above section includes all trunk checks as well as any other articles left with the driver; to be deposited at police neadquarters within four hours after so left, if not sooner claimed by the owner. All backmen will have their license certificates with them when driving. The penalty is \$20 for driving a public vehicle without first securing a license.

The Electric Vehicles. The rate for electric vehicles for the inaugural ball shall be as follows: Hansom, each cab, to and from the ball, not exand from the ball, \$5; brougham, extension, cording to agreement, not exceeding \$10; bus, six passengers, to and from the ball, \$15; 'bus, eight passengers, to and from the ball, \$20.

Persons going to the ball in electric vehicles on leaving the ball room will take the first vehicle of the same character, for which tickets will be issued by the Washington Electric Vehicle Transportation Com-

Tickets for hired conveyances will be issued by the owners thereof, and the Liv-erymen's Association will form their own clearing house for the settlement of such tickets among themselves. The large tickets furnished to owners of private carriages must be kept in sight by

the drivers, in order that the carriage may be admitted to the proper line.

When the owner of a carriage desires to fice, he will call out the number shown on the small card, which is a duplicate of the number on driver's card, to a telephone operator, who will be in walting, and the number will at once be shown on a large screen, which will be placed on the root

at the southwest corner of the pension of-Drivers of public vehicles will have the number of such vehicle plainly indicated on the glass of the lamps on said vehicles not less than one and one-half inches nor greater than two inches in length, in such position as the District hack inspector may

Fourth of March Weather

The weather of March 4 next will be an important factor in the complete success of the second inauguration of President McKinley. While inclemency would not in any wise interfere with the carrying out of all the plans made by the committee, still a snowy, rainy or extremely cold day would detract materially from the full enjoyment of the occasion. There is a great deal of encouragement, however, in the thermometer readings prepared at the United States weather bureau showing the mean temperature on the 4th of March for ten years past. The mean readings were as follows: 1891, 35 degrees; 1892, 47 degrees; 1893, 28 degrees; 1892, 47 degrees; 1893, 28 degrees; 1894, 45 degrees; 1894, 45 degrees; 1897, 40 legs and be called at this term.

The prisoner probably will be sentenced to be brought from Louisville jail.

Cases against John Davis, Harland Whittaker and Dick Combs, under indictment in the Goebel case, are on the docket for trial. The defendants and many witnesses are here, but it is not believed the cases will be called at this term.

degrees; 1898, 36 degrees; 1899, 42 degrees; 1900, 42 degrees. It will be seed from the above figures that only once during the past ten years has the thermometer the 4th of March recorded an average temperature below the freezing point. That occasion was in 1893, when Mr. Cleveland was inaugurated for the second time a day all who were exposed have THE NEW PRESIDENT FINANCE AND TRADE

ington Traction Company.

CONSOLIDATION SIX WEEKS OFF RAILROAD LIST GENERALLY STRONG

Current Gossip Relative to Alleged | Profit Taking Caused Offers to Purchase.

A LOCAL SYNDICATE GENERAL MARKET REPORTS

Representative McDermott of Jersey City, who was recently elected president of the Washington Traction and Electric Company, in place of Mr. Frederick C. Stevens, has returned to the city after an absence of several days. He was at the offices of the company today and has begun the task of making himself familiar with the operation of the system. He said today to a reporter of The Star that he had no policy in view except the management of the property in such a way as to give the best service to the public, and an adequate compensation to the company. He was not prepared to say whether or not any changes were needed to bring this about, as all that was in view now was to secure an economical as well as an efficient administra tion.

he said that it was the purpose at the earliest moment possible to effect a consolidation of the properties in accordance with the terms of the law authorizing such consolidation. The exact method by which this was to be accomplished, Mr. McDermott said, had not been definitely determined, but he believed in the course of the next six weeks the entire question would be settled and a consolidation effected. He said the various lines had been equipped in the best possible manner, and that there is nothing superior to the construction in any city in the world. What remains now is to operate the roads on the best plan. It was believed that expenses on this account could be lessened just as would be the case with the expenses on account of construction. The proposed single power plant would effect a saving, and in other ways it was believed that a better showing would be made during the coming year than

In regard to the future of the company,

that of the past twelve months. Rumored Offer to Purchase. One of the stories current in the streets today in regard to the Washington Traction-and naturally this company occupies "the center of the stage," so as to speak, in the prevailing gossip and interest in local financial circles-is to the effect that among the offers made for the purchase of the properties controlled by this company was one that was backed by local companies.

It is reported that quite recently those in centrol of this property have had several opportunities to dispose of their interests, and it was supposed in some quarters that the capitalists who have put up all money that has thus far been spent in the purchase and the equipping of the system were showing signs of a disposition "to lav down;" that they would be glad to be rid of the entire enterprise.

erence reportilwas made on Senate joint Among other propositions which, it is said, was made to Mr. George W. Young, the controlling financial man for the purdent and Vice President. The report so chase of the company, was one which was backed by men who are largely interested in the Capital Traction Company. The proposition was not accepted, however, but sufficient was done to warrant the talk about a merging of the two street railroad companies which starts up at intervals in the local stock market. Usually, however, the report has been that the intention to buy was entertained

Now the Capital Traction is credited with an ambition for expansion.

In this connection another bit of current rossip is of interest, as it relates to the formation of a syndicate composed mainly of the astute men who were interested in one of the best street railroad properties in this city, now owned by the Washington Traction Company, as it is understood, The organization of this syndicate has gone no further than to arrive at an understanding that in the event the Washington Traction should become bankrupt, a condition which from this point of view seemed to be inevitable, and in the near future, then the syndicate would be in a position to buy in the properties and assume their management. It is not stated what the figures are

which the syndicate thought it would be possible to gather in these properties when the crash came.

FIRST ORDER ISSUED UNDER THE ARMY REORGANIZATION ACT.

CANTEEN ABOLISHED

The first general order issued by the War Department in execution of the provisions of the army reorganization act directs the discontinuance of the sale of beer, wine and intoxicating liquors on all military reservations and army transports. The order was issued today and is very terse and concise in its terms.

Section 38 of the act is repeated in the order, as follows:

"The sale of, or dealing in, beer, wine or intoxicating liquors, by any person in any post exchange, or canteen or army transport or upon any premises used for military purposes by the United States, is hereby prohibited. The Secretary of War is here by directed to carry the provisions of this section into full force and effect."

The order then proceeds as follows: "Commanding officers will immediately carry the provisions of this law into full force and effect and will be held strictly responsible that no exceptions or evast are permitted within their respective juris-

All the existing regulations for the government of post exchanges are incorporated n the order, but are amended in each instance so as to meet the statutory pro hibition against "beer, wine and intoxicat-

Although the orde rmakes no special reference to the military reservations at Fort Monroe, Va., and West Point, N. Y., it is stated at the War Department that under the terms of the law it will be necessary to discontinue the sale of all intoxicating state of Washington,
Arrangements have been made to protect the interests of miners on each side of the boundary. It is found necessary to have the forty-ninth parallel, which is the declared boundary, located by scientific and astronomical observations. iquors on those reservations as well as on other "premises used for military pur-poses," and that the bars in the Chamberposes," and that the bars in the Champer-lin and Hygeia hotels at Fort Monroe and in the hote lat West Point will have to be closed at once.

To Regulate Exemptions. Mr. Scott today introduced in the Senate a bill introduced in the House January 80 to amend the act regulating exemptions in the District.

Railway Company Sued for Damages. Charles W. Chamblin, through Attorney G. S. Rees and P. A. Bowen, jr., today filed suit at law against the City and Suburban Railroad Company to recover damages in the sum of \$5,000. It is alleged that the 18th of last September, while near the intersection of 9th and G streets, the plaintiff was struck by a car of the defendant, and ustained painful injuries.

Regarded as Not Necessary. The board of charities has reported to

the District Commissioners that, in its opinion, there is no necessity for the passage of House bill 13607, to provide the workhouse and almshouse with additional force. The board is of opinion that the object of the bill can be attained by a proper increase of appropriations for the institution.

Views of Mr. McDermott of Wash- | Sharp Advance in Atchison Stock on 'Change Today.

Some Weakness Toward the Close.

Special Dispatch to The Evening Star. NEW YORK, February 4.—Opening prices this morning reflected the accumulation of

orders over the double holiday and were general higher in consequence. London sent over a range of prices, showing advances varying from 1/4 to 1% per cent. Commission house business was on a large scale, but there was continued manipulation in almost every instance. Traders and the various pools worked aggressively for higher prices, and their efforts were, in the main, successful.

Union Pacific and Southern Pacific came in for a large proportion of the attention and were very steady under a liberal demand. Prices were not improved to the extent that had been expected as the result of considerable profit taking. The real purposes of the consolidation are still somewhat vague, but it is admitted that the transaction is far reaching in its influence and is destined to force other important operations similar in character. For this reason the various properties which are considered as being desirable as principles or parties to consolidations

were taken up sharply.

Atchison issues were leaders of the man ket, the common stock in particular selling up 4 per cent, and important developments are expected shortly. This stock is soon to go upon the dividend list, it is said, and conservative judges have regarded 60 as a fair price on its prospe Now come rumors of an alliance and the stock is buoyant on merit and sentiment

Texas Pacific is another of the roads figring prominently in the gossip of the street and skillful manipulation helps to add color to the prospect of a deal. Wabash preferred stock and the bonds of the common have been attracting attention of late because of the evident desire on the part of some in the evident desire on the part of some interest to accumulate them. The preferred stock finds a good market, but is not now being forced. position of Burlington and Rock Island is not clearly defined, and the chances are that these roads must either

vise a plan in which they may appear as principles. The St. Paul deal is likely to go through in due course and the other big Granger lines must take measures to pre vent being shut in. As railroad building was the feature of the past generation so now is the business of railroad amalgamation. Too many railroads were built during the former period, but in the interest of harmony all must stand together. It is quite probable that some of the hitherto first-class properties

be invited into some combination or de

by lines, which will not add to the value of the original line. steel stocks were strong under consolidation rumors, and the local traction shares for similar reasons were stronger than at any time for weeks. It is an oba banker with a consolidation scheme these

will be forced into the acquisition of a line

of assets, representing the control of near-

FINANCIAL AND COMMERCIAL.

New York Stock Market. Furnished by W. B. Hibbs & Co., bankers and brokers, 1419 F st., memb stock exchange, correspondents Messrs. La-

denburg, Thalmann & Co., New York. Open. High. Low. Close American Cotton Oil..... Am. Steel and Wire..... Am. Steel & Wire pid.... American Bugar.. American Tobacco..... Baltimore & Ohio ... Baltimore & Ohio, pfd. BrooklynRavid Transit. Chesapeage & Obio C., C. C. & St. Louis..... Chicago, B & Q 1469
Chic. & Northwestern
C., M. and St. Paul 152
Chicago, R. I. & Paeific 126 Chic., St. P. M. & O.... Chic., & G. Western..... Col. Fuel and Iron...... 203/4 49 195 197/8 Consolidated Gas... Delaware & Hudson... Federal Steel..... eneral Electric..... 191 129 191 | Illinois Central | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 Illinois Central... New Jersey Central 145 8284 84 871/8 Northern Pacific. Northern Pacific. pfd.... Pennsylvania R. R. People & Gas.... Phila.& Reading, 1st..... Southern Facilie...... Southern Kailway..... Southern Rallway, pfd.

Erie, 1st, pfd Washington Stock Exchange.

Texas facific...... Tenn. Coaland Iron.....

U S. Leather pfd........... U S. Rubber.....

Western Union Tel....... Amalgamated Copper...

Union Pacific. Union Pacific. pfd......

Sales—regular call—12 o'clock m.—Capital Traction, 29 at 106½, 20 at 106½, 20 at 106¾. Mergenthaler Linotype, 5 at 162, 10 at 162, 10 at 161¾ (seller 30), 10 at 162¾. Lanston Monotype, 100 at 13. After call—Washington Traction and Electric 4½, \$1,000 at 68, \$1,000 at 68, \$2,000 at 62¾, \$1,000 at 62¾. Capital Traction, 20 at 106¼, 40 at 108. Mergenthaler Linotype, 6 at 163, 5 at 162½, 10 at 162.

District of Columbia Bonds.—3.65s, funding, currency, 121 bid. District of Corency, 121 bid.
Miscellaneous

at 163, 5 at 162%, 10 at 162.

District of Columbia Bonds.—3.65s, funding, currency, 121 bid.

Miscellaneous Bonds.—Capital Traction Railroad 4s, 108 bid. 1084, 62 bid. 64 asked. Metropolitan Railroad 5s, 118 bid. Metropolitan Railroad cert. indebt. A, 108 bid. Metropolitan Railroad cert. indebt. A, 108 bid. Metropolitan Railroad cert. indebt. B, 106 bid. Columbia Railroad 6s, 1214, bid. Columbia Railroad 5s, 10714 bid. City and Suburban Railroad 2d mort. 5s, 10714 bid. City and Suburban Railroad 3s, 90% bid. Washington Gas Company 6s, series A, 110 bid. Washington Gas Company 6s, series B, 110 bid. Washington Gas Company 6s, series B, 110 bid. Washington Gas Company 6s, series B, 110 bid. U. S. Electric Light deb. Imp. 6s, 10214 bid. U. S. Electric Light cert. indebt. 6s, 102 bid. Chesapeake and Potomac Telephone 5s, 10414 bid. 106 asked. American Security and Trust 4s, 100 bid. Masonic Hail Association 5s, 105 bid. American Graphophone deb 5s, 98 bid.

Safe Deposit and Trust Companies.—National Safe Deposit and Trust, 148 bid. Washington Loan and Trust, 171 bid. 175 asked. American Security and Trust, 215 bid. Washington Safe Deposit, 68 bid. Union Trust and Storage, 10814 bid., 110 asked.

National Bank Stocks.—Bank of Washington, 400 bid. Metropolitan, 700 bid. Central, 200 bid. Farmers and Mechanics', 221 bid. Second, 165 bid. Citizens', 150 bid. Columbia, 170 bid. Capital, 158 bid. West End, 116 bid, 120 asked. Traders', 128 bid. Lincoln, 118 bid, 120 asked. Traders', 228 bid. Lincoln, 118 bid, 120 asked. Traders', 239 bid. Franklin, 40 bid. Potomac, 70 bid. 75 asked. Arriggton, 128 bid. Traked. Riggs, 714 bid. 714 asked. People's 54 bid. 614 asked. Commercial, 4 bid. Colonial, 110 bid.

Title Insurance Stocks.—Firemen's, 30 bid. Franklin, 40 bid. German-American, 200 bid. National Union, 9 bid., 118 asked. Columbia Title, 4 bid. 75 asked. Georgetown Gas, 57 bid.

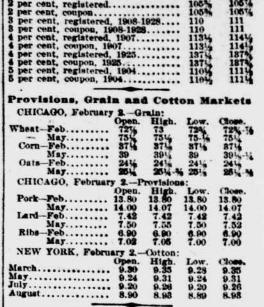
Miscellaneous Stocks.—Chesapeake and Potomac, 70 bid. 168 asked. Lanston Monotype, 12% bid. 11% asked. Pneumatic Gun Carriage, 10 bid. Washingt

Baltimore Markets. BALTIMORE, February 4.—Flour dull—western super, \$2.30a2. 40; do. extra, \$2.45a3.00; do. family, \$2.85a53.70; winter wheat patent, \$3.90a54.10; spring do., \$3.95a54.20; spring wheat straight, \$3.85a53.95—receipts, 21,242 barrels; exports, 7.084 barrels. Wheat firm—spot and February, 754a78%; March, 764a76%; May, 784a78%; steamer No. 3 red, 72a78% receipts, 29,30i bushels; exports, 80,000 bushels—southern by sample, 70a76%; do, on grade, 744a76%. Cora steady—spot and February,

42 a48; March, 48 a484; May 484; steamer mixed, 41 a42—receipts, 226,168 bushels; exports, 837,143 bushels—southern white corn, 4844; do. yellow, 424,434; Oats steady—No. 2 white 81a 814; No. 2 mixed, 28234,—receipts, 28,159 bushels. Rye quiet—No. 2 nearby, 51; No. 2 western, 54—receipts, 1,627 bushels. Hay firm—No. 1 timothy, \$17. Grain freights easy—steam to Liverpool per bushel, 2a,4d. February; Cork for orders per quarter, 8a,3d. February; Sugar firm—granulated, \$5.60. Cheese steady—large, 124,6124; medium, 124,6124; amail, 12 a13. Butter steady—fancy imitation, 17a,18; creamery, 23; do. ladle, 16a17; roll, 14a15; good, 12a13; store packed, 12a13. Eggs steady—fresh, 20; storage, 17a18.

Government Bonds.

per cent, registered.....



MAJ. CHARLES E. CLARKE DEAD

His Aged Brother Passes Away Almost Simultaneously.

Major Charles E. Clarke, U. S. A., retired, and his brother, Frederick J. Clarke, members of a distinguished family, who had both passed four score years of life, died within a few hours of each other on Saturday. Major Clarke died just before noon at New Rochelle, N. Y., where he resided with his sister, Mrs. Sarah J. Lippincott, who as Grace Greenwood was for many years prominent in literary circles in Washington, and his son-in-law, Herbert Hall Winslow, a dramatist. Major Clarke was in his eighty-sixth year, and had been ill two days from bronchitis. His death was partly due to old age.

News of his death was immediately tele-

graphed to relatives in Des Moines, Iowa, At 5 o'clock in the afternoon came a reply from Des Moines to the effect that Frederick J. Clarke had died suddenly at the home of his son-in-law, General George Stone, in that city. He was in his ninetieth For many years the aged brothers had kept in close touch. Neither age nor ill health had dimmed their faculties, and they

had carried on a daily correspondence. It is believed by relatives that the elder brother's death was hastened or perhaps caused by shock when he received the sad news from New Rochelle.

Major Clarke and Frederick J. Clarke were born in Lebanon, Conn., and were descendants of a prominent New England family. In 1861 Major Clarke, who was

then in the regular army, became a captain

in the 6th Michigan Infantry. He was pro-moted to lieutenant colonel on the field of battle for heroism. He became a captain in the regular army in 1867, and retired one year later, after guarding the Union Paci-fic railroad during construction. He distinguished himself in Indian fighting. Frederick J. Clarke was also a member of the 6th Michigan Infantry and was mustered out after the war as a captain. He was in the commissary department under General Grant at Vicksburg. The surviving relatives of the brothers are Judge Rufus L. B. Clarke, for many years chief examiner in the patent office in Washing-ton; Albert H. Clarke of Pittsburg; Mrs. Sarah J. Lippincott and Mrs. A. B. Mayo

of Washington. The body of Major Clarke was taken to New Brighton, Pa., for in-PROTEST OF PORTO RICANS.

Mass Meeting Acts Against Recently

Rican legislature just before its adjournment last week is the subject of a protest by cable to the Senate which was laid before that body today. The protest was dated at San Juan, signed by "Saldana, chairman," and read as follows: "The people of Porto Rico in mass meeting assembled yesterday, represented by 2,000 delegates, constituting practically the whole wealth of the island, respectfully and earnestly protest to the Senate of the United States against the revenue act rushed through the legislative assembly during the last minutes of its session and signed by the governor at midnight, on presentation notwithstanding the unanimous op-position of the insular press and public opinion, and announce the sending to Washpetition the Senate for its annulment as provided in section 31 of the Porto Rican civil government act."

Thomas Tyler Stewart Dead. The death of Thomas Tyler Stewart occurred yesterday morning, and the announcement will cause sorrow to his many friends in this city. During the civil was Mr. Stewart served in the 6th Vermont Volunteers, in the famous Vermont Bri-

gade of the Army of the Potomac, and at the time of his death was a member of Burnside Post, G. A. R. He was for several years employed in the register's office of the Treasury Department, and afterward was chief of the stationery division of the War Department, Finally he resigned from the government service, and for several years was cashied of the Union Savings Bank of this city. After retiring from business he traveled extensively in this country and in Europe.

He was universally esteemed and was re-garded as a man of the strictest integrity, upright and just in all his dealings. He married Mrs. Alice Wick Powers of Youngstown. Ohio, whose death preceded his, and he will be buried beside her at that place. The funeral services will take place at the First Congregational Church, corner of 10th and G streets, this afternoon at 4:30 o'clock. Police Transfers.

Mounted Policeman Hartman of the eighth precinct has been promoted and transferred to the ninth precinct, where

he will do duty as an acting sergeant. Mounted Sergeant Harry of the ninth pre-cinct has been transferred to the fifth precinct for duty in Anacostia. Leg Fractured. Charles Harris, colored, thirty-eight years old, living at 440 Washington street

northwest, fell and fractured his left leg while getting on an express wagon at New Jersey avenue and D street about 8 o'clock this morning. He was taken to the Cas-ualty Hospital for treatment.

Will Leave Tonight for Penitentiary. Fourteen prisoners will be taken from the District fall tonight and started for the penitentiary at Moundsville, W. Va., where they will serve sentences ranging from one year and a day to life. Two of the prisoners who are to make the journey are white. They are Charles L. McUin, who is to spend the remainder of his days in the prison for murder, and Michael O'Brien, who goes up for four years for burglary. Ernest Rodg-ers, colored, who killed Frank Hook, and who is under a sentence for life, will also

go tonight.

Another long-term prisoner who will be one of the party is William Taylor, who is under a sentence of thirty years for rape.

Chaplain Miller to Deliver Address. Arrangements have been made whereby Chaplain Miller of the volunteer army in the Philippines, who recently returned from the field, will address the Ladies' Missionary Society of the Calvary Baptist Church tomorrow (Tuesday) morning at 11 o'clock. His subject will be "The Present Condi-tions of the Islands and Their Need of Missionary Work." The meeting will be held in the reception room of the church.

On Recruiting Duty.

Mejor G. B. Walker, 18th Infantry, now on sick leave of absence at San Antonio, has been assigned to recruiting duty at Houston, Tex.